Metre Gauge Line between Madurai and Madras

21. SHRI R. T. GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the present Metre Gauge line between Madurai and Madras needs immediate conversion to Broad Gauge and proposals are pending before Government;

(b) whether it is a fact that there is a heavy mounting road traffic in this important route due to various industries and commercial and educational institutions coming up; and

(c) the steps taken to take up this work on priority basis?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c) The Metre Gauge line between Madras and Madurai is a vital link between the Metre Gauge rail system in Southern India and rest of the country. There is, therefore, no proposal for its conversion. However, work is in progress to provide a parallel BG line on Dindigul-Madurai MG Section. When completed, it will provide a BG route between Madras and Madurai via Salem, Erode, Karur and Dindigul.

Electrification of Railway Lines

22. SHRIMATI SUDHA VIJAY JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) what are the programmes under consideration for electrification of important railway lines which have not been electrified so far; and

(b) by when these electrification programmes are expected to be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b) Future Programme of electrification on Indian Railways is presently under consideration by a Committee constituted by the Planning Commission.

Inadequate Train Services in Konkan Region, Maharashtra

23. SHRIMATI SUDHA VIJAY JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the discontentment of the people living in Konkan Region of Maharashtra that the region is not adequately covered by Railways; and

(b) if so, whether Government have drawn up any programme to improve those services in the Konkan Region?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) Final Location Survey for 837 km long BG line connecting Mangalore-Roha was done and the report with a memorandum was submitted to the Planning Commission in November 1988. Out of this, Planning Commission approved construction of Mangalore-Udupi (69.27 km.) portion in 1989-90 Budget as phase II of West Coast Line. Work is in progress.

Slum Population in Metropolitan Cities

24. SHRI KRISHNA KUMAR BIRLA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) what was the slum population in the metropolitan cities of Bombay, Calcutta, Madras and Delhi according to any recent assessment, at the end of 1988 and on 31st March, 1989;

(b) what is the percentage of rise in the slum population in these cities since 1981, year-wise and what is anticipated percentage of rise in the

slum population in these cities by 2001 A.D.;

(c) what was the allocation made for environmental improvement of urban slums during 1988 and what was the actual amount utilised stating the reasons for the non-utilisation of the allocation in full, if any;

(d) what is the number of the dwelling units provided so far for the re-settlement of the slum dwellers in these metropolitan cities as against the target, if any, stating the reasons for the slow progress in this regard; and

(e) what further measures are proposed to be taken by Government in the matter?

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MARAN): (a) and (b) In the absence of slum surveys conducted by any agency at the all India level, it has not been possible to estimate the slum population on a year to year basis. Hence specific figures for slum population at the end of March, 1988 and 1989 are not available. The estimated figures for 1981 and projected figures for 1990 are:

	Estimated slum population 1981 (no. in lakhs)	1990	%age rise in the period 1981-90
Gr. Bombay	28.31	41.26	45.7
Calcutta	30.28	43.86	44.8
Madras	13.63	21.08	54.7
Delhi	18.00	32.08	78.2

Estimates for 2001 are yet to be made.

(c) The funds for environmental improvement of urban slums are allocated State-wise by the Planning Commission under the Minimum Needs Programme every year. The allocation for EIUS in respect of the four States in which these four cities are located are:

	Allocation 1988-89 (in lakhs)	Expenditure (Provisional) 1988-89 (in lakhs)
Maharashtra	900.00	896.00
West Bengal	789.00	789.00
Tamil Nadu	160.00	160.00
Delhi	600.00	1382.11

(d) As a policy decision, the scheme of slum relocation was dispensed with during the Sixth Plan. Under the EIUS scheme, the thrust was placed on invironmental improvement of urban slums in-situ. The amenities to be provided under EIUS scheme include drinking water supply, sewarage, paving of pathways, street lighting, community baths and latrines & drainage. The construction of dwelling units does not form a part of the on-going EIUS Scheme. However, HUDCO finances provision of houses and shelter upgradation to slum dwellers/economically weaker sections of society sponsored by Housing Boards, Slum Clearance Boards, improvement Trusts, Urban Local Bodies and similar organisations.

(e) the Government is committed to give priority to the provision of basic needs such as drinking water, housing and sanitation. It seeks to develop slums into liveable shelters and to provide developed house sites to the urban poor.

Notice for payment of Balance Bio Amount by DDA

25. SHRI MOHD. KHALEELUR RAHMAN: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the answer to Unstarred Question 3327 given in the Rajya Sabha on the 11th August, 1989 and state:

(a) the number of cases in which the DDA had demanded the balance amount of payment of the bid and having issued four or more notices to the bidders and having accepted the full payment in various instalments as per notices issued, denied to give the possession of plots to the bidders;

(b) what are the reasons for which the DDA went on issuing the notices but ultimately refused to give physical possession of the plots; and

(c) whether any action has been taken against the officers responsible for creating such a mess?

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MARAN): (a) Delhi Development Authority has reported that there is no such case.

(b) and (c) Do not arise in view of reply to part (a) above.

Unloading Baskets of Betel Leaves Despatched from Kerala

26. SHRI ARANGIL SREEDHARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received complaints about alleged negligence in unloading baskets containing betel leaves at New Delhi Railway Station despatched from Kerala;

(b) if so, the number of such complaints received during the last six months and the consignments involved with the amount of claim preferred by consigners;

(c) the amount of compensation paid against each claim;

(d) the action taken against the officials found guilty; and

(e) the steps be taken to avoid recurrence of such cases?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) One complaint involving 470 consignments has been received. 9 claims have been preferred during October and Nov '89 involving a sum of Rs. 12,027.

(c) Claims are under process.

(d) They are being taken up under Discipline and Appeal Rules.

(e) Divisional Railway Manager, New Delhi, has been directed to ensure proper unloading and handling of such consignments and take preventive measures to avoid loss or damage to them.